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This announcement of our 12 Days' sale (which commences to-day) will find our various Departments in the full stride of activity gathered during the months elapsing since last Sale. The responsive appreciation and general prestige gained by our previous 12 Days' Sales have encouraged us to make a bigger bid in this, the most critical year of our Nation's history. Our plans have been laid out on the foundation principles of "A Fair Deal," "A Cut Price" (meaning a lower price than is obtainable elsewhere for the same quality goods), "A Quality Stock," and "True Representation of the Goods Offered," "Reliability" acquired by careful watching of the world's markets and our customers' needs; a "Reliability" that permits us to use the slogan of confidence in our stocks "SURE TO GET IT AT GRACE BROS." If you desire our wonderful Sale Book of Bargains, write or send to-day. Early shoppers get the advantages of best variety.

HERE ARE A FEW OPENING DAY BARGAINS:—

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Ladies' Coats

We have a large quantity of Ladies' Navy Blue Cloth Coats, splendid value, and most suitable for present wear. Usually sold \$25/9 to \$35/6. SALE PRICE, 15/11. We cannot illustrate these, as the variety is so large, but send your order and we will execute it with as little delay as possible. Also a few Black.

Children's Coats

We have a large variety of CHILDREN'S COATS of every description, comprising Seal, Pony, Cloth, Velvet, Black, Tweeds, and Gabardines; also a good assortment in Knitted Woolen Gilets for children from 2 to 11 years, at greatly reduced prices.

MAN'S-SMART CHECK TWEED COAT, in new dark colors, Black, Red, Green, Blue, and Grey. Length, all sizes. Collar, 18 in. Sleeves, 24 in. Length, 30 in. SALE PRICE, 15/11.

WOMAN'S-BLACK TWEED COAT, in new dark colors, Black, Red, Green, Blue, and Grey. Length, all sizes. Collar, 18 in. Sleeves, 24 in. Length, 30 in. SALE PRICE, 15/11.

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Red border, with plain coir centre; also obtainable in plain, without coloured border. Very suitable for hall, passageways, public rooms, and floors made of concrete, durable, and deadens sound. Prices per yard, as follows:—

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18 inch	1/4
24 inch	1/6
30 inch	1/8
36 inch	1/10
42 inch	1/12

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24 inch	1/6
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36 inch	1/10
42 inch	1/12

JAPANESE MATTING for making into Square of any size. Send the size of your room, and we will tell you what it will cost to cover it with one of these pretty Matting. A room 12 x 12 ft. will cost 10/- to cover complete.

We have a large range of designs to select from. The prices are as follows:—

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18 inch	1/4
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30 inch	1/8
36 inch	1/10
42 inch	1/12

JAPANESE MATTING MATS, Size 3ft. x 17ft. 3ft. x 24ft. 3ft. x 30ft. 3ft. x 36ft. 3ft. x 42ft. 3ft. x 48ft. 3ft. x 54ft. 3ft. x 60ft. 3ft. x 66ft. 3ft. x 72ft. 3ft. x 78ft. 3ft. x 84ft. 3ft. x 90ft. 3ft. x 96ft. 3ft. x 102ft. 3ft. x 108ft. 3ft. x 114ft. 3ft. x 120ft. 3ft. x 126ft. 3ft. x 132ft. 3ft. x 138ft. 3ft. x 144ft. 3ft. x 150ft. 3ft. x 156ft. 3ft. x 162ft. 3ft. x 168ft. 3ft. x 174ft. 3ft. x 180ft. 3ft. x 186ft. 3ft. x 192ft. 3ft. x 198ft. 3ft. x 204ft. 3ft. x 210ft. 3ft. x 216ft. 3ft. x 222ft. 3ft. x 228ft. 3ft. x 234ft. 3ft. x 240ft. 3ft. x 246ft. 3ft. x 252ft. 3ft. x 258ft. 3ft. x 264ft. 3ft. x 270ft. 3ft. x 276ft. 3ft. x 282ft. 3ft. x 288ft. 3ft. x 294ft. 3ft. x 300ft. 3ft. x 306ft. 3ft. x 312ft. 3ft. x 318ft. 3ft. x 324ft. 3ft. x 330ft. 3ft. x 336ft. 3ft. x 342ft. 3ft. x 348ft. 3ft. x 354ft. 3ft. x 360ft. 3ft. x 366ft. 3ft. x 372ft. 3ft. x 378ft. 3ft. x 384ft. 3ft. x 390ft. 3ft. x 396ft. 3ft. x 402ft. 3ft. x 408ft. 3ft. x 414ft. 3ft. x 420ft. 3ft. x 426ft. 3ft. x 432ft. 3ft. x 438ft. 3ft. x 444ft. 3ft. x 450ft. 3ft. x 456ft. 3ft. x 462ft. 3ft. x 468ft. 3ft. x 474ft. 3ft. x 480ft. 3ft. x 486ft. 3ft. x 492ft. 3ft. x 498ft. 3ft. x 504ft. 3ft. x 510ft. 3ft. x 516ft. 3ft. x 522ft. 3ft. x 528ft. 3ft. x 534ft. 3ft. x 540ft. 3ft. x 546ft. 3ft. x 552ft. 3ft. x 558ft. 3ft. x 564ft. 3ft. x 570ft. 3ft. x 576ft. 3ft. x 582ft. 3ft. x 588ft. 3ft. x 594ft. 3ft. x 600ft. 3ft. x 606ft. 3ft. x 612ft. 3ft. x 618ft. 3ft. x 624ft. 3ft. x 630ft. 3ft. x 636ft. 3ft. x 642ft. 3ft. x 648ft. 3ft. x 654ft. 3ft. x 660ft. 3ft. x 666ft. 3ft. x 672ft. 3ft. x 678ft. 3ft. x 684ft. 3ft. x 690ft. 3ft. x 696ft. 3ft. x 702ft. 3ft. x 708ft. 3ft. x 714ft. 3ft. x 720ft. 3ft. x 726ft. 3ft. x 732ft. 3ft. x 738ft. 3ft. x 744ft. 3ft. x 750ft. 3ft. x 756ft. 3ft. x 762ft. 3ft. x 768ft. 3ft. x 774ft. 3ft. x 780ft. 3ft. x 786ft. 3ft. x 792ft. 3ft. x 798ft. 3ft. x 804ft. 3ft. x 810ft. 3ft. x 816ft. 3ft. x 822ft. 3ft. x 828ft. 3ft. x 834ft. 3ft. x 840ft. 3ft. x 846ft. 3ft. x 852ft. 3ft. x 858ft. 3ft. x 864ft. 3ft. x 870ft. 3ft. x 876ft. 3ft. x 882ft. 3ft. x 888ft. 3ft. x 894ft. 3ft. x 900ft. 3ft. x 906ft. 3ft. x 912ft. 3ft. x 918ft. 3ft. x 924ft. 3ft. x 930ft. 3ft. x 936ft. 3ft. x 942ft. 3ft. x 948ft. 3ft. x 954ft. 3ft. x 960ft. 3ft. x 966ft. 3ft. x 972ft. 3ft. x 978ft. 3ft. x 984ft. 3ft. x 990ft. 3ft. x 996ft. 3ft. x 1000ft.

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36 inch	1/10
42 inch	1/12

JAPANESE MATTING MATS, Size 3ft. x 17ft. 3ft. x 24ft. 3ft. x 30ft. 3ft. x 36ft. 3ft. x 42ft. 3ft. x 48ft. 3ft. x 54ft. 3ft. x 60ft. 3ft. x 66ft. 3ft. x 72ft. 3ft. x 78ft. 3ft. x 84ft. 3ft. x 90ft. 3ft. x 96ft. 3ft. x 102ft. 3ft. x 108ft. 3ft. x 114ft. 3ft. x 120ft. 3ft. x 126ft. 3ft. x 132ft. 3ft. x 138ft. 3ft. x 144ft. 3ft. x 150ft. 3ft. x 156ft. 3ft. x 162ft. 3ft. x 168ft. 3ft. x 174ft. 3ft. x 180ft. 3ft. x 186ft. 3ft. x 192ft. 3ft. x 198ft. 3ft. x 204ft. 3ft. x 210ft. 3ft. x 216ft. 3ft. x 222ft. 3ft. x 228ft. 3ft. x 234ft. 3ft. x 240ft. 3ft. x 246ft. 3ft. x 252ft. 3ft. x 258ft. 3ft. x 264ft. 3ft. x 270ft. 3ft. x 276ft. 3ft. x 282ft. 3ft. x 288ft. 3ft. x 294ft. 3ft. x 300ft. 3ft. x 306ft. 3ft. x 312ft. 3ft. x 318ft. 3ft. x 324ft. 3ft. x 330ft. 3ft. x 336ft. 3ft. x 342ft. 3ft. x 348ft. 3ft. x 354ft. 3ft. x 360ft. 3ft. x 366ft. 3ft. x 372ft. 3ft. x 378ft. 3ft. x 384ft. 3ft. x 390ft. 3ft. x 396ft. 3ft. x 402ft. 3ft. x 408ft. 3ft. x 414ft. 3ft. x 420ft. 3ft. x 426ft. 3ft. x 432ft. 3ft. x 438ft. 3ft. x 444ft. 3ft. x 450ft. 3ft. x 456ft. 3ft. x 462ft. 3ft. x 468ft. 3ft. x 474ft. 3ft. x 480ft. 3ft. x 486ft. 3ft. x 492ft. 3ft. x 498ft. 3ft. x 504ft. 3ft. x 510ft. 3ft. x 516ft. 3ft. x 522ft. 3ft. x 528ft. 3ft. x 534ft. 3ft. x 540ft. 3ft. x 546ft. 3ft. x 552ft. 3ft. x 558ft. 3ft. x 564ft. 3ft. x 570ft. 3ft. x 576ft. 3ft. x 582ft. 3ft. x 588ft. 3ft. x 594ft. 3ft. x 600ft. 3ft. x 606ft. 3ft. x 612ft. 3ft. x 618ft. 3ft. x 624ft. 3ft. x 630ft. 3ft. x 636ft. 3ft. x 642ft. 3ft. x 648ft. 3ft. x 654ft. 3ft. x 660ft. 3ft. x 666ft. 3ft. x 672ft. 3ft. x 678ft. 3ft. x 684ft. 3ft. x 690ft. 3ft. x 696ft. 3ft. x 702ft. 3ft. x 708ft. 3ft. x 714ft. 3ft. x 720ft. 3ft. x 726ft. 3ft. x 732ft. 3ft. x 738ft. 3ft. x 744ft. 3ft. x 750ft. 3ft. x 756ft. 3ft. x 762ft. 3ft. x 768ft. 3ft. x 774ft. 3ft. x 780ft. 3ft. x 786ft. 3ft. x 792ft. 3ft. x 798ft. 3ft. x 804ft. 3ft. x 810ft. 3ft. x 816ft. 3ft. x 822ft. 3ft. x 828ft. 3ft. x 834ft. 3ft. x 840ft. 3ft. x 846ft. 3ft. x 852ft. 3ft. x 858ft. 3ft. x 864ft. 3ft. x 870ft. 3ft. x 876ft. 3ft. x 882ft. 3ft. x 888ft. 3ft. x 894ft. 3ft. x 900ft. 3ft. x 906ft. 3ft. x 912ft. 3ft. x 918ft. 3ft. x 924ft. 3ft. x 930ft. 3ft. x 936ft. 3ft. x 942ft. 3ft. x 948ft. 3ft. x 954ft. 3ft. x 960ft. 3ft. x 966ft. 3ft. x 972ft. 3ft. x 978ft. 3ft. x 984ft. 3ft. x 990ft. 3ft. x 996ft. 3ft. x 1000ft.

SPECIAL COLOURED COIR MATTING, in three colours—red, green, and blue. 18 in. x 3 ft. 10 ft. 12 ft. 14 ft. 16 ft. 18 ft. 20 ft. 22 ft. 24 ft. 26 ft. 28 ft. 30 ft. 32 ft. 34 ft. 36 ft. 38 ft. 40 ft. 42 ft. 44 ft. 46 ft. 48 ft. 50 ft. 52 ft. 54 ft. 56 ft. 58 ft. 60 ft. 62 ft. 64 ft. 66 ft. 68 ft. 70 ft. 72 ft. 74 ft. 76 ft. 78 ft. 80 ft. 82 ft. 84 ft. 86 ft. 88 ft. 90 ft. 92 ft. 94 ft. 96 ft. 98 ft. 100 ft.

SPECIAL COLOURED COIR MATTING, in three colours—red, green, and blue. 18 in. x 3 ft. 10 ft. 12 ft. 14 ft.

JELICOE'S DESPATCH.

THE NAVAL VICTORY.

GLORIOUS PAGE IN BRITISH HISTORY.

BEATTY'S WONDERFUL STORY.

LONDON, July 6.

Admiral Sir John Jellicoe, in a 14-page despatch, gives details of the naval battle of Jutland. The despatch embodies Admiral Sir David Beatty's report, recording the doings of the battle-cruiser squadron.

He states that the following 21 enemy vessels were put out of action—

Two battleships of the Dreadnought type.

One battleship of the Deutschland type (the latter was seen to sink).

The battleship Lutzow (admitted by the Germans).

Another Dreadnought admitted by a battle-cruiser to have been severely damaged. It is extremely doubtful if it could reach port.

Five light cruisers were seen to sink. One of them was of large size, and might have been a battleship.

Six destroyers were seen to sink, and three were severely damaged, so much so that it is doubtful if they reached port.

A submarine was sunk.

MINIMUM GERMAN LOSSES.

Admiral Jellicoe states that the list given is the minimum as regards numbers, though possibly it is not entirely accurate as regards the particular class of vessel.

In addition to the vessels sunk, unquestionably many others were very seriously damaged by gunfire and torpedoes.

The despatch is crowded with facts of the doings of individual squadrons and ships, but there is no attempt at a description of sensational episodes like the loss of the Queen Mary and the Invincible.

This method was made, but great risks must be taken for great ends. The risk was justified, like Nelson's tactics in the Battle of the Nile, and the actions of St. Vincent and Cadix.

THE DESPATCH.

Admiral Jellicoe states:—

"The Grand Fleet, in pursuance of the general policy of making periodic sweeps through the North Sea, left the base on May 20. Sir David Beatty, with the first and second battle-cruiser squadrons, three light cruiser squadrons, and a number of destroyers supported the fifth battle squadron under Rear-Admiral Evan-Thomas.

On the afternoon of the 31st, the Grand Fleet, reported the presence of enemy forces at 2.20. I immediately altered the direction, and the fleet steamed towards Horn Reef, in order to place my forces between the enemy and his base. It was soon clear that it was impossible for the enemy to reach Horn Reef without being brought to action.

Five German battle-cruisers were sighted at 2.20. Light cruisers were ordered to attack, and a screen for the advance of the battle-cruisers, and Rear-Admiral Evan-Thomas's battlecruisers. The Galata's report showed that the enemy was in considerable force. The engagement was a desperate one, and the enemy's light cruisers, though the enemy opened fire on the aeroplane with every gun possible.

IN LINE OF BATTLE.

"Increased the speed to 25 knots at 2.30, and formed into line of battle. The enemy was now 23,000 yards distant. The visibility was good. The sun was behind us, being between the enemy and his base. The situation tactically and strategically was good. The enemy's light cruisers, though the enemy opened fire on the aeroplane with every gun possible.

GALLANT TORPEDO ATTACK.

"Destroyers now reported the presence of German submarines. The Nestor, Nomad, and the other destroyers, with the exception of the Nestor, were ordered to attack with torpedoes. They moved out at 4.15. The attack was carried out in the most gallant manner and with great determination.

Before they were able to fire torpedoes, they intercepted a German light cruiser and 15 destroyers. There was a fierce engagement at close quarters. The result was the sinking of two German destroyers. The rest were forced to retire to their own battle-cruisers. They were being drawn about him. But there was no torpedo attack was thus frustrated.

Nestor, Nomad, and Nestor our battle fleet got around between the enemy and his base, and it would have been possible to inflict a decisive defeat but for the mist. As it was, the beaten enemy's secondary armament. The Nomad and broken fleet escaped from the trap was badly hit, and apparently stopped by the loss of many of its units, and the action was favourable for a torpedo severely testing the steaming qualities of

LATE WAR NEWS

Late War News will be found on Page 10.

the older battleships. Great credit is due to the engine-room departments, the whole fleet maintaining a speed in excess of the trial speeds of some older vessels. Rear-Admiral Hood, with the third battle-cruiser squadron in advance of the battle fleet, was ordered to reinforce Rear-Admiral Beatty. We first heard gunfire at 5.30. The squadron took a station ahead of the Lion at 6.20.

MAGNIFICENT MANOEUVRE.

Admiral Beatty takes up the narrative as follows:—Rear-Admiral Hood carried out the manoeuvre magnificently, bringing his squadron into action ahead in a most inspiring manner worthy of our great naval ancestors.

"The third battle-cruiser squadron in the meanwhile had got within 8000 yards of the enemy's leading ship, and they began to pour in a hot fire, which caused the Germans to turn. The visibility was now reduced to four miles, and the enemy's ships were temporarily lost sight of. Though the visibility was so insufficient, however, it was undoubtedly more favourable to us than to the enemy. Their ships showed up clearly at intervals, and we were enabled to concentrate our fire very severely, and to establish a definite superiority. Reports and my observations prove that the enemy battle-cruisers and battleships suffered considerably. The head ships of the German line crumpled up, leaving the battleships as targets for the majority of our battle-cruisers.

"Before leaving, Sir Admiral Evan-Thomas's magnificent battlecruisers wrought great execution.

"The third light-cruiser squadron, including the Falmouth and Yarmouth, fired torpedoes, one of these finding its mark. The cruisers then attacked the enemy ships, and the enemy's light cruisers were severely damaged. The head ships of the German line crumpled up, leaving the battleships as targets for the majority of our battle-cruisers.

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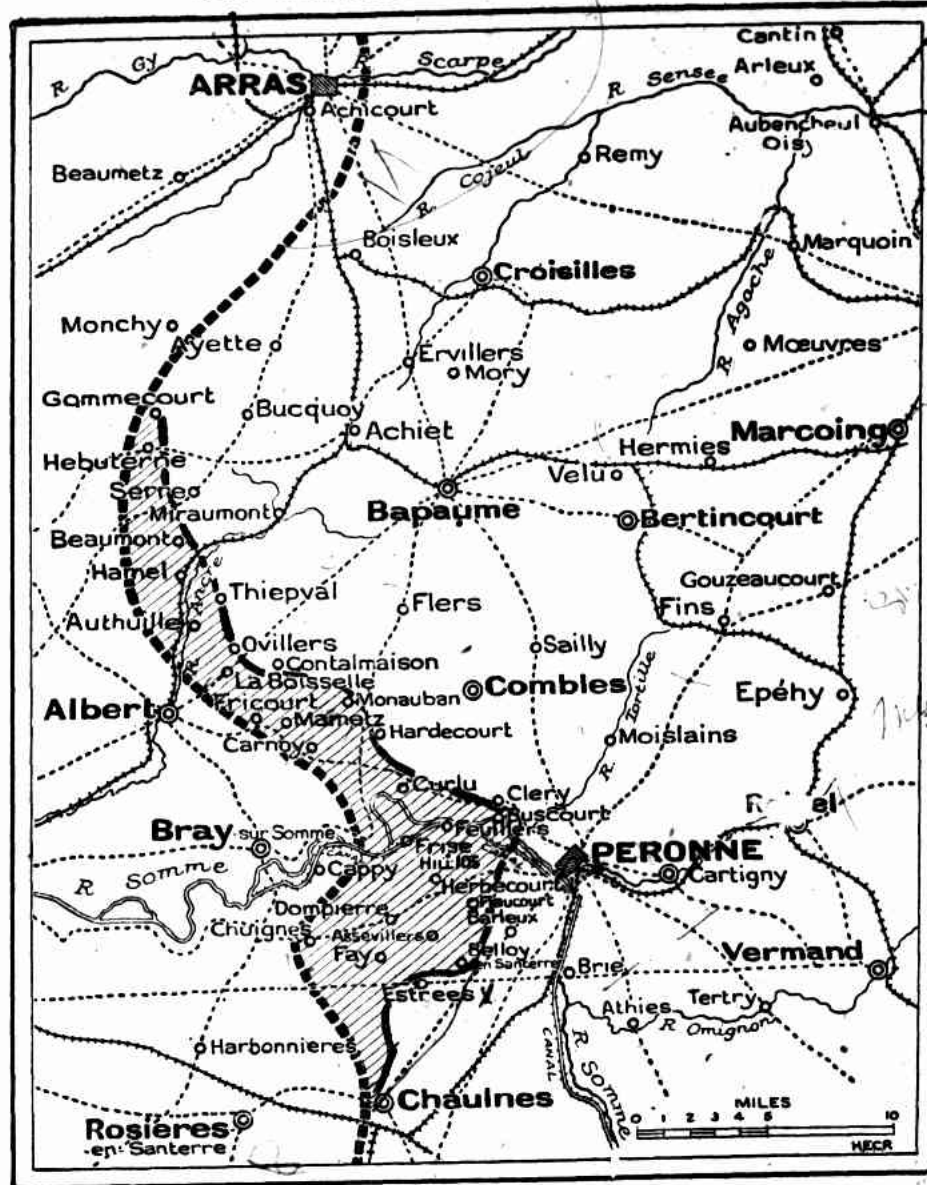
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THE ADVANCE ALONG THE SOMME.



The dotted line represents the approximate front of the Allied armies prior to the commencement of the battle of the Somme. The heavy black line represents the approximate position of the British and French armies at the end of the battle. The light grey area represents the area of the Somme which is now in British possession. The shaded portion represents the area taken by the Allies since the commencement of the offensive.

a heavy shock, as if struck by a mine or ship of the Kaiser class during the night.

"The work of the destroyers surpassed the very highest expectations.

AFTER THE BATTLE.

Admiral Jellicoe continues:—"At daylight on June 1 the battle fleet, which had gone southward and westward of Horn Reef, turned northward in search of the enemy, and also for the purpose of collecting our cruisers and destroyers. The British fleet remained in the proximity of the battlecruiser line of approach to German ports until 11 o'clock in the morning, despite the disadvantage of being a long distance from the bases and the dangers to be incurred in the waters adjacent to the enemy coast.

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OPEN TILL 9.45 TO-NIGHT.

[illegible]

